

July 2006

*News from the
Southeast Region Civil Air Patrol
Col John Tilton, Commander*

ReCAP

Cadets Visit USAF Weather Agency

By C/2Lt J. Matt Clark

I didn't know what to expect, boarding my flight in West Palm Beach, FL to Omaha, NE for a visit to the US Air Force Weather Agency. I questioned whether this activity was going to be fun, or tough. My mind wondered endlessly as this was my first Special Activity, but I was looking forward to it.

Arriving in Omaha June 16, I was met by my escorts, Capt Axotis and C/SMSGT Wolff.

The weekend consisted of touring the Strategic Air and Space museum, where we saw a U2, SR-71 and simulators. Afterwards we went to the local water park and had a blast on the slides! Our days during the week were mixed with Air Force Weather classes and visiting the National Weather Service (NWS).

In the evenings, we visited the local TV station KETV Channel 7, where we got to "play" with the green screen. The green screen is the background where the computer-generated weather maps and

graphics are projected behind the presenter so he or she can "point" to specific events and features. The station's weatherman showed us all the inside tips to weather forecasting. A lot of hard work is behind the scenes of a weather watch or warning.

After learning about space weather we had some "down" time and went bowling. (I bowled my highest game ever!)

Later in the week, we had the chance to fly in KC-135 simulators. It was very cool, and



detts for an awesome week! I would like to especially thank Capt Schroeder-USAF, Lt Col McMillan-CAP Commander, and SrA Liptroff-USAF; Capt Schroeder gave us AFWA hats, coins and a memory of a lifetime! SrA Liptroff was an Earhart recipient and is an Air Force Fire Rescue member.

I would recommend attending the Air Force Weather Agency Special Activity to any cadet.

C/2Lt Clark is the Cadet Commander, Okeechobee Composite Squadron



Okeechobee Composite Squadron members



Behind the controls in a KC-135 simulator

I'm glad we have professionals doing that; otherwise we would be in a lot of trouble.

One of the highlights of my trip was the obstacle course. It was actually harder than I expected, but I did complete the course eventually and felt great afterwards.

We had our graduation banquet that Friday night, and I had a chance to thank the staff and ca-



Behind the weather desk at KETV



The Obstacle Course tests the cadets' mettle.



Commander's Comments

A Word from the SER Commander

Hurricane season is here again. With it comes the requirement to be prepared to bring in the yard furniture and tie down the loose objects around the house. This is not only on the coast but far inland where the threat of squall lines and tornados exist.

We as CAP members, if not directly affected by the storm need to be ready to go into action as soon as requested. Our help may not be asked for that day or even several days later but we need to be ready. Being ready doesn't mean sitting by the phone or at the vehicle, but continuing your normal routines. The hardest personnel goals are usually several days after the event. Everybody is tired and first responders are wanting to go home.

The requirement for damage assessment, re-supply, and other services can extend for weeks. That is where our depth of personnel is vital.

Don't feel frustrated or forgotten if the call doesn't come. The fact that we are ready to go is what counts.

The Southeast Region has weathered many storms and we were and always will be prepared to help.

Quote of the month:

“Then come the
wild weather,
come sleet or
come snow, we
will stand by
each other, how-
ever it blow.”

—Simon Dach

ALWG's Cadet Successes

Two Civil Air Patrol cadets of the Redstone Composite Squadron 119 were guests of the US Naval Academy and US Air Force Academy in June. Cadet TSgt Garrett Bain is at the Air Force Academy's Summer Seminar spending a week seeing what life is like as an AFA cadet. Likewise, C/A1C Travis Wilson spent time at the US Naval Academy in Annapolis, MD seeing what life would be like as a plebe. Both cadets hope to get an appointment to the service academies next year when they graduate from high school. Cadet Wilson attends Catholic High in Huntsville and Cadet Bain attends high school in Arab, AL.

The Redstone Composite Squadron has a former cadet at West Point and several on Army and Air Force ROTC Scholarships.

Two other cadets from the squadron received scholarships. Cadet 2Lt Michael Barron received the \$28,000 Cornerstone Award and will enter Birmingham Southern College this fall. Cadet Andrew M. Johnson has been selected to attend the Air Force Academy Class of 2010. In addition, he has received an AFROTC scholarship for aerospace engineering to Auburn University (\$36,000), a freshman academic scholarship from Auburn (\$20,000) and a Tennessee Valley Authority scholarship (\$4,000).

Happy Birthday Staff Members

Jonathan Tedder, 7/26
Dave Mitchell, 7/31
Suzanne Walker, 7/8
Juanita Tallent, 7/2
Luther Smith, 7/28
Jennifer Sevin, 7/27
Dewey Painter, 7/18
Anthony Diez, 7/2

July Service Anniversaries

June Camp, 22 Years
Jorge Del Rio, 15 Years
Bill Ferguson, 9 Years
Antony Diez, 4 Years

Concepts of Leadership

By Col Don Greene

How are your leadership skills? If you are a commander or if you are in a key staff position, you may use these skills often. I think all of us that are in Civil Air Patrol and are serious about our positions in this organization should be leaders. Our missions are of a very serious nature, so we need active and informed leaders to accomplish our mission in Civil Air Patrol.



In the next three SER newsletters I will introduce to you some concepts of leadership that should be helpful to you as leaders.

I don't think that leaders are naturally born. I think that some people are born to be leaders, however even these individuals must be trained. If you have the desire and

will power, you can become an effective leader. Good leaders develop through a never-ending process of self-study, education, training and experience.

Lets define leadership. The United States Air Force Squadron Officer School (SOS) course states, leadership is the art of influencing and directing people in a way that would win their obedience, confidence, respect and loyal cooperation in achieving a common objective. Leaders carry out this process by applying their leadership attributes, such as beliefs, values, ethics, character, knowledge, and skills. If you are a staff director you have the authority to accomplish certain tasks and objectives in the organization. Leadership differs in that it makes followers want to achieve high goals rather than just being bossed around.

The basis of good leadership is honorable character and selfless service to your organization. In your members' eyes, your leadership is everything you do that affects the organization's objectives and their well-being. Respected leaders concentrate on what they are (such as beliefs and character), what they know (such as job, tasks, and human nature), and what they do (such as implementing, motivating, and providing direction).

What makes a person want to follow a leader? People want to be guided by those they respect and who have a clear sense of direction. To gain respect, they must be ethical. A sense of direction is achieved by conveying a strong vision of the future.

Next month, Principles of Leadership, Factors of Leadership.

Col Greene is the SER Vice Commander

SER/CD Joint Ops... The Way Forward

By Capt Ed Kessler

More than anyone in US military history, General George C. Marshall, US Army, Chief of Staff during WWII, is credited as being the near-perfect example of joint leadership. He best exemplified the qualities of the soldier/statesman. Marshall's ability to subdue our internal armed service rivalries provided the basis for later strategic and operational cooperation on a grand scale between US and Allied forces. This proved critical for success in major operations in the European and Asiatic theaters of war. Marshall also tried to promote the idea of joint purchasing as applied to the War Department procurement in the days of President Roosevelt. Fifty years later it finally became the norm. Today joint operations are mandatory for military operations by order of the "Joint Chiefs of Staff."

Each of us should promote joint training operations whenever feasible to pool personnel and resources to maximize efficiency, conserve resources, reduce duplication of effort in the conduct of training between Squadrons, Groups or Wings, to obtain the same efficiency as realized during operational missions.

SER Counterdrug encourages force expansion through crew cross training between Wings, to increase the frequency of training to increase our mission readiness. We hold monthly joint telephonic conferences, conduct staff assistance visits and fly missions with Wing Counterdrug Officers and their personnel to exchange operational information and experiences.

We endeavor to benefit from each other's "lessons learned" through mission experiences

gained across our diverse area of operation be it extended flying operations over the Gulf of Mexico, imagery collection, mountain flying, air operations to support Local, State and Federal Law enforcement and National Guard or in the support of the Air Defense mission of the ANG. The staff of SER CD endeavors to furnish resources, guidance, assistance and leadership by example. For more on jointness consult the USAF, PME, Squadron Officer School, text 28A.



Operations

By Lt Col David E. Lehtonen

This month in the series from Tony Kern's book entitled *Darker Shades of Blue – the Rogue Pilot*, we review the career of the famous Soviet pilot, Valery Chkalov, who despite his rogue behavior helped make flying safer through procedures he invented while performing a rogue maneuver. The line between safe but aggressive flying and rogue flying often is somewhat clouded because rogue pilots are generally very skilled in the air and manage to survive their rogue behavior – for a time. Consider the story about Valery Chkalov.



Chkalov was born in February 1904, the tenth child of working-class parents. His father operated a steamboat on the Volga River so as a young child Valery grew up on the river, where his aggressive nature could perhaps be traced to his desire for identity among his nine siblings. When he was 15, Chkalov went to work in an aircraft factory assembling airplanes. He did everything he could to learn about aircraft construction before moving on to learning how they operated. This knowledge stood him in good stead and may have contributed to his aggressive flying later in his career. He pestered the plant commander for a pilot nomination to the military flight school, finally getting an appointment to the Yegorevsk Military Theoretical Flight School, at the time the youngest to receive such an appointment. He worked very hard learning physics, basic aerodynamics, math, and political preparation, faring well enough to graduate near the top of his class. He moved on to the Borisoglebsk Flight School distinguishing himself as one of the top 10 graduates and earning himself a slot at the

Moscow Aerobatics School, learning aerobatics in WWI fighter aircraft. Chkalov received the rank of fighter pilot in November 1924 after finishing his formal training at the Advanced School at Serpukhovsk.

During those early years, Chkalov committed a number of regulation violations, earning him time in the guardhouse. An example was his disregard of the rules of engagement (ROE) during combat practice with other pilots who were following the ROE, thereby endangering those other participants. But his contribution to flight safety is also recorded. While flying acrobatics in the Fokker D-7 the engine would sometimes quit and would be impossible to restart, even in a dive. Because of this, acrobatic flight was restricted to the airfield environment. One day Chkalov was performing maneuvers over the field and deliberately cut off his engine. He didn't land his aircraft as ordered but rather put it into a dive, and, close to the ground, pulled up with a sharp turn to the opposite side of the engine shaft. As a result, the blade began to rotate and started up when the ignition was turned on. He repeated the maneuver a number of times for the benefit of those on the ground watching. Upon landing, the commander told him to write down the procedure so that everyone else could perform it.

Back to his old tricks, he again spent time in the guardhouse for completing over 200 consecutive loops on a bet with a fellow pilot. On another occasion he spent more time in the guardhouse for doing acrobatics at extremely low altitude. His view of the regulations were that they were for other, less skillful pilots, and didn't apply to him. There are two reasons why this thinking is flawed. First, the rest of the pilots made flight decisions under conditions of "assumed compliance," meaning that they thought everyone they flew with would fol-

low the same procedures. When this didn't happen, it jeopardized the trust between the flyers, so critical to safe operations. Second, it demonstrated that the rogue is more worried about himself than about others – stressing individual improvement over team safety. With a continuing disregard for rules, Chkalov spent additional time in the guardhouse and was eventually removed from flight status and sentenced to a year in prison for willful disobedience of flying directives. He was released 19 days later and assigned to a transport squadron. Later, he was appointed to the Test Pilot Institute in November 1930 where he found his true calling.

Chkalov mellowed somewhat during this period but maintained his aggressive flying style. His mastery of the air improved safety for many Soviet pilots, uncovering problems with new designs found only through skillful flight testing. Some of these designs went on to serve during WWII, planes like the IL-15 and IL-16. He was selected to command the first trans-polar flight from the Soviet Union to the United States, landing at Pearson Army Air Corps base in Vancouver, Washington in an AN-25. After this flight, Chkalov and crew were decorated as Heroes of the Soviet Union, their country's highest award. He later was elected a deputy of the Supreme Soviet but continued to fly. While testing an IL-180 aircraft on December 15, 1938, he crashed and was killed. Nothing is said of why he crashed but to quote the author, "most rogue pilots end up in the same place for the same general reasons. If you'd like to visit, bring flowers." The lesson for CAP pilots is clear. We are not test pilots trying to explore the limits of safe operation. Rather, we are charged with following the rules laid out for us by the FAA and our own organization. Fly safe!

David E. Lehtonen is the SER Director of Operations

Administration

By Lt Col Evelyn Holdren

CAPR 50-17, Senior Membership Professional Development Program

This regulation outlines the program to prepare senior members in the special skills required for CAP mission accomplishment. It offers opportunities to help senior members to learn specific mission related skills and prepare for leadership positions. Commanders have the responsibility to support the Senior Member Professional Development Program in accordance with the provisions of this regulation. Members desiring promotions and information important to their career should become familiar with CAPR 50-17.

The regulation contains forms, charts an index and list of over 40 acronyms as well as the following information. It is important to learn the meaning of the acronyms to avoid misunderstanding in conversation. The overview for the regulation addresses purpose of Senior Member Development Program, Organization of the program, Ori-



entation, the five levels of the program and Professional Development opportunities. Details on the Professional Opportunities are AFI-DAL, CAP Resident Courses, and National Professional Development Opportunities Chapter 2 addresses Training, a Reference Library, Testing, Records Management, Criteria for Awards, The Professional Development Report and General Guidance. The Five Levels of Awards are described as well as Staff Duty Assignments and support procedure. Participation is addressed as well. Details are given for the Level 5 program and the Cadet Protection Program. The Cadet program objectives are also addressed.

Level 2 of the program and Specialty Track training is covered. The CAP Officer Course, Squadron Leadership School and Yeager Award are addressed. Chapter 5 of the regulation addresses Management, Bronze Star for Leadership Ribbon, Corporate Learning Course and Grover Loening Aerospace Award. Chapter 6, Level 4 gives Command and Staff details as well as the Silver Star for Leadership Ribbon. The Region Staff College and Chaplain Service Region Staff College are described. Addition-

ally, the Inspector General College information is given.

Mission elements under Emergency Services, Aerospace Education Cadet Programs, CAP Operations and Professional Development are detailed. A "How To" paragraph is included under reporting. The Executive Level citing Highest Level of CAP Career Development is described with the various requirements to be met. The Gill Robb Wilson Award is described with a suggested Citation.

Information covering The Air Force Institute for Advanced Distance is covered including eligibility, information on the CAP Senior Officers Course, Squadron Officers Course, Air Command and Staff College and the Air War College are all described. Special Recognition programs are described.

There are numerous attachments to the regulation and they cover such subjects as Progression and Awards, Military Educational Equivalent, Senior Member Professional Development Record, AFI-DAL Enrollment, Application for Professional Development Awards, Application for Senior Member Activities, Professional Development Reports, and others.

ALWG Conducts Field Training

Operations for the 8th Field Training Cycle concluded April 2 with an all hands ground exercise involving 5 teams from 7 squadrons. The scenario reflected, as much as possible, the timeline of an actual search mission. Members conducted witness interviews in Autauga County and triangulated on a practice distress beacon before finishing with a scene management exercise under the supervision of an Emergency Medical Technician. With the success of this exercise, the FTX staff is considering expanding the training to include similar scenarios in the future.

The FTX is hosted by Squadron 32 at Maxwell AFB under the direction of Maj Michael Long. The six-month training cycle is the only comprehensive ground operations training program in Alabama, allowing members to participate in training that leads to ratings for Ground Team Member 2 (basic course), Ground Team Member 1 (advanced course), or Ground Team Leader for those that qualify. Of the 44 Total Participants (28 Cadets, 16 Seniors) 26 graduated (8 Seniors, 18 Cadets) and earned at least one rating. The following units were represented. The number

and kind of qualification earned is listed below the units.

Students by Unit: AL-032, 14; AL-113, 8; AL-090, 7; AL-118, 4; AL-117, 3; AL-123, 1; AL-087, 1; AL-119, 1. Graduates: 26 Total - (8 Seniors, 18 Cadets); GTL, 4; GTM1, 6; GTM2, 16.

These numbers effectively increase the number of ground teams in the wing by 5 teams making the wing much more able to respond to customer needs as the operations tempo for the year increases. Planning for the 9th cycle is already underway for the 2006-2007 program that will begin in October.

By Maj Joe Curry

2nd anniversary of CAP placing wreath at Tomb of the Unknown Soldier

By Lt Col David Moseley

May 24, 2006 marked the 2nd anniversary of an event of historical proportions as the then Florida Wing Ceremonial Guard that I commanded, presented the first ever wreath at the Tomb of the Unknown Soldier on behalf of the Civil Air Patrol.

It was quiet. I found myself watching the sentry marching his guard post and counting. Twenty-one paces before stopping. Each pause – 21 seconds. One-one thousand, two one-thousand. Click! His heels came together like a rifle shot. His precision choreographed with such pride and dignity that I couldn't help but feel that I was in a very special place.

Special indeed. Graves of thousands of warriors cascade over the landscape with white markers in line after line, standing as if at attention. Somewhere in that sea of white was the grave of my friend, fellow CAP member, winner of two Medals of Valor for risking his life for his community, as he had risked his life flying gun ships and dust off helicopters for the US Army in Vietnam. I had a lump in my throat as I recalled Lt Col Gerald F. Genaw, CAP, who was a communications wizard when missions came around. I miss him. Hearing the constant tread of the sentries gave me some solace as I felt like one of his own is watching out for him as well as for the Unknown Soldier laying immediately in front of me. A spiritual moment.

Fingering my camera for a once in a lifetime shot, I stood waiting for the CAP cadets from all around Central Florida who were to be escorted by an Army Ranger who exuded pride and professionalism. As they marched down the steps and moved into position, the wreath

at the ready, I couldn't help but be awed by being a part of such a historical event.

As taps sounded, I snapped a picture, then came to attention, put my camera down and executed Pre-



sent Arms like I had so many times in my USAF and CAP career. It never becomes boring or "old hat." It is an event that gives one time to pause to reflect on what it means to wear the uniform and to be a citizen of this great country.

At the conclusion of the wreath laying ceremony, my cadets, regardless of where they came from, marched off. The sentry kept his vigil as he has since the very first ceremony. My cadets were walking in the footsteps of Kings, Queens, Ambassadors and Presidents and, like them, were here to honor our soldiers. It was a significant emotional event.

Next came a tour of the Quarter Deck, the area under the steps and building leading to the shrine area. As I stepped through the door, that same Sergeant called, "Attention on the Quarter Deck!" and gave me a salute that almost startled me. Here was the epitome of honor and tradition of the US Army saluting a CAP Lt Col as being one of their

own. We were part of them. What an honor! What a responsibility!

We were conducted to the Wall of Honor, containing the names of the hundreds of 3rd Infantry Division soldiers who have been selected to become guards at the Tomb. Twenty-four hours a day since July 2, 1937, in rain, snow or even hurricanes these proud men have continued the tradition.

Some places had the brass plates removed. "Those blank spaces are where former guards who brought dishonor on the Tomb

Detail had their names removed," another sergeant explained. Any offense, even if after retirement, will cause a detail of soldiers to appear at the guard's door to repossess the coveted device. It showed that they were among the best. Not any longer. They were not considered worthy of keeping the badge, or of having their name displayed. They didn't measure up.

Mostly the loss of the privilege of wearing the Tomb device has been for DUI, but there have been a few, very few serious infractions of the law. The sentries realize the honor to be chosen for such a prestigious detail. Some years ago, one guard dropped his rifle during his tour. Nothing was said. However, at the conclusion, he resigned and turned in his pin. He felt he didn't measure up.

It was a lesson that was etched indelibly on my brain. Do I measure up? Do you?

Lt Col Moseley is the PA Photography Advisor, FLWG HQ

Rocket Science... Or Is It?

Photo and story by SM Jack Payne

Saturday June 3rd, seven Group 4 members loaded up and headed for Kennedy Space Center. All except one of these members are communications officers within Group 4. The mission was to replace the CAP repeater antenna on top of the world's largest (by volume) building, the Vehicle Assembly Building, located on Cape Kennedy. For two of us (Capt Chris Myers and SM Jack Payne) the day started very early at 4:30 a.m. as we were to meet in Vero Beach and make the drive north together.

We had all been cleared by KSC security the week before so, other than a glitch which had NASA security computers down for the day, we made it into the space complex with a minimum of delay. The guards and security personnel were very helpful. Meeting up with Col Ralph Gwinn, Lt Col Nancy Gwinn, Maj Bill Rice, 1st Lt Scott Marin, and our NASA escort and CAP member, Capt Gary Dahlke, we traveled to the Headquarters Building, got our area passes and then it was on to our destination at the giant vehicle assembly building.

The building's footprint is 8

acres; its height is some 525 feet, (52 stories). It encloses 129,428,000 cubic feet of space. It was originally built for assembly of Apollo/Saturn vehicles that first lifted man to the moon and was later modified to support space shuttle operations. High Bays 1 and 3 are used for integration and stacking of the complete space shuttle vehicle. High Bay 2 is used for external tank (ET) checkout and storage and as a contingency storage area for orbiters. High Bay 4 is also used for ET checkout and storage, as well as for payload canister operations and solid rocket booster contingency handling.

Once inside we passed through area security, changed badges, and got into the first elevator for a ride to the 34th floor. Changing elevators again, on we went to the top, and finally got a first look at the work to be done.

The antenna to be replaced was a single dipole that was put up as temporary after last year's hurricane. The new one looked much more complicated to me, a non-communications person. However, we needed the extra power

boost to improve Group 4's communication capabilities.

The new antenna should enable us to bounce a signal from as far south as Vero Beach and Ft. Pierce to Melbourne for ground units and even further for our aircraft.

The day was a bit overcast but that did not deter any of us from



Group 4 members replace repeater antenna on the Vehicle Assembly Building at Cape Kennedy.

enjoying the breathtaking view of the entire Cape, including the Space Coast from the ocean to the Banana River and launch pad 39b with the shuttle Discovery being serviced its next mission.

SM Payne is the PAO, Treasure Coast Composite Squadron

Region Medical

By Lt Col Patricia Faunt

Stress and Headaches

Headaches occur more often when you're stressed, so it's a good idea to try and manage your stress. You can do this by following some helpful tips:

1. Change your attitude. Use positive affirmations. By this I mean don't think, "this can't be done". Think instead "yes I can do this even though it



might be tough going."

2. Exercise. Exercise can break the stress process and provides a break from stressors.

3. Eat properly: I know you've heard this a million times, eat a diet rich in fruits, vegetables and whole grains.

4. Laugh: Humor is a great reliever of stress. It releases endorphins that make us feel better and actually relieves pain. Read "Anatomy of an Illness" to get a great viewpoint on laughter as a pain reliever.

5. Take a Break: Change your routine, do something new. Try stretching or use some relaxing techniques. (There

are some great tapes to help you learn these techniques.)

6. Learn to relax: Learn the art of deep belly breathing. When you feel yourself tensing up, breathe deeply, inhale and hold for a few seconds (your stomach should be pushed out) then release and blow out slowly (your stomach will be flat). It's a very simple exercise and does so much good.

7. Simplify your life: Be prepared. Prioritize your chores and remember it's OK to say no occasionally. We can't avoid daily stress but we can learn to control it. It's all up to you.

Lt Col Faunt is the SER Nurse Officer

FTX Bivouac

By Capt Virginia Knudsen

As one of the ASPIRA cadets' exercises at a FTX Bivouac, the cadets practiced setting up emergency ground symbols used by victims to alert air search rescue teams. When the cadets visited the Miami US Coast Guard facility they had learned that the alerting system was a part of the Search and Rescue Operations of the Coast Guard.

Space Studies: As a preliminary to the "Rocketry" and "Space Environment" modules, a number of cadets, now proudly wearing their rocketry badges, participated in Group 7's Rocketry weekend conducted by Capt John Boharsik. Cadet/Alpha Flight continued their studies with in depth research into several aspects of micro gravity and artificial satellites. The research lead to creative hands-on projects which were on display at the Awards & Promotions Ceremony. The CAP

Awards Program with its many awarded honors was successfully carried out. Parents and friends were proud of the young people's achievements and thrilled when after flight simulator demonstrations by the cadets, the parents were encouraged to try their hands at flying.



ASPIRA South Cadet Squadron continued its flurry of end-of-school activities.

(L-R) Cadets Villanueva, Hernandez, Ruiz, Gomez, Sanchez, Lopez and Gutierrez. (Photo by Capt Virginia Knudsen, Commander, Aspira South Cadet Squadron)

Awards Program: Culminating the school year was an invitation to a special ceremony honoring the Tuskegee Airmen: first black pilots of WWII who as fighter pilots es-

corted B-24 Bombers during the war in Europe and amazingly never lost a plane. After the press conference, city proclamation and the key to the city, the audience was encouraged to ask questions of these heroes who continue to inspire young people with their accomplishments. Cadet S/Sgt Gainer, Squadron PAO wrote in the CAP 2006 Yearbook, "I had the great honor of speaking with a few of the Tuskegee Airmen and they have so many things to tell... how they overcame their obstacles and that others can do the same. Self-discipline, hard work and determination brought these gentlemen through and that is a lesson for all young people. If there is one thing I walked away with it is that no one is going to make your dream come true but you."

Hurricane TX

By 1st Lt Jackie Zarrilli

Across the state members from the Civil Air Patrol (CAP) and the American Radio Relay League (ARRL) conducted communication

In and Around the Region



NER Cadet gets SER O-Ride

C/SSgt Ashley Nicole LaPlante, a member of Connecticut's Silver City Cadet Squadron (NER-CT-014), obtained her first O-Ride piloted by Lt Col David Lehtonen, SER Deputy Chief of Staff, Operations.



Farragut is Commissioned at Mayport

At the invitation of Fernandina Senior Squadron member Gene Kendall (USN Rear Admiral, Ret.), members along with Group 2 commander Chris Moersch, attended the commissioning on June 10.



Communications and Command Trailer

The Marion County Composite Squadron attended the American Radio Relay League's (ARRL) Field Day 2006 on June 24-25 with their Trailer which should be completely outfitted by August.

exercises in preparation for this year's hurricane season. Both of these groups play a vital role as Florida first responders and communicators in an emergency. For the first time as part of its Emergency Preparedness Plan, Florida's Turnpike Enterprise invited them to hold the annual amateur radio Field Day and training exercises at various turnpike service plazas.

The Civil Air Patrol has emergency services as one of its main missions and trained personnel work closely with Florida's state, county and city Emergency Operation Centers. Lt Col Bruce Smith, Group 6 Commander and Capt Tom Inglima, Group 6 staff worked with Florida Wing Staff 1st Lts Corrine and David DeGiacomo, and Capt Pat Lovarco from Ft Lauderdale Composite Squadron to set up operations at the Turnpike's Pompano Service Plaza and communicated via HF

radio to Col. Casenove in Ocala.

"These types of drills are extremely important," explained Group 11 Communication Officer Capt Art Ruben. "We work out the glitches, sharpen skills and work as a team so that we can be of service during the state of emergency that the hurricanes have put us in

over the last few years." Ruben, like many CAP members as is Lt Col Guy Herlihy, who was also at this event, are also ham operators and members of ARRL.



Cadets Clark and Zarrilli participate in ARRL activities

Cadets from the Boca Raton Composite Squadron Capt. Christina Zarrilli and SrA John Clark got a hands-on lesson from Lt Col Jeff Stahl from the Coral Springs Cadet Squadron. Lt Col Stahl has been a ham operator since he was a teen and is a member of both the FAU and Boca Raton Amateur

Radio Clubs. He explained that the skill set for HF, CAP's voice communication frequency, and ham radio are the same. Both use the same phonetic alphabet and pro words such as "say again, roger, over and out."

CAP members learn these skills in order to receive their Emergency Radio Operations Certification. "It was amazing to see this in operation," said C/Capt Zarrilli. "I was fascinated by the various Morse code keys and hearing Captain Ruben talk about how he could communicate via Morse code to people around the world even though they didn't speak the same language. If they had met face to face they could not have talked to each other!" As an Ex Merchant Marine Radio Officer, and former Air Force Airborne Radio Operator, Captain Ruben knows firsthand how vital communications are to being able to save lives, and he said, "That is why CAP and ARRL are working and training together this weekend."

News and Events of Note to the SER



Jaskiewicz and Maturo at Emergency Preparedness Day, Collier Health Dept.

Capt Walter Jaskiewicz, Coast Guard Auxiliary Squadron 95, and CAP 2nd Lt Jeffrey Maturo, PAO, Naples Senior Squadron help prepare for emergencies.



GAWG Promotes CAP Programs and Activities

Fox 28 television reporter Peggy Lee interviewing Captain Jeremy McKenzie about the CAP Cadet Program in Savannah.



Chattanooga Composite Cadets Promoted

Tennessee cadets David Slaney, Anna Hinkle, Gabrielle Irvine, and Shane Irvine are promoted, presented by Maj Jack Mullinax and assistant Stephen Zeglen, former Cadet CC and current USAFA student.

Coral Springs Cadet Squadron Hosts Aerospace Dimensions

By 2nd Lt Richard C. Peritz

Civil Air Patrol Cadets and support staff visited Brevard County on June 2-4, during an Aerospace Dimensions 2006 weekend. This was an event sponsored by the Brevard Community College SpaceTec Program and the U.S. Department of Labor.

One hundred nine FLWG members, primarily from Group 6 and Group 11, shared a non-stop aerospace education weekend. The agenda included visits to Brevard County Community College Planetarium, Kennedy Space Center and Cape Canaveral Air Force Station and a behind the scenes look at rockets and spacecraft residing at these locations.

During the evening, training continued with instruction on blood borne pathogens, space and survival foods, satellite tool kit, Alka-Fuji Rocket building, direction finding and radio communications. KARS Park, which is located at the south gate of Kennedy Space Center on the Banana River, was the base of operations for this activity.

Students aged 12-18 from Coral Springs Cadet Squadron and several other surrounding squadrons from Palm Beach and Broward County had a unique opportunity to learn more about the aerospace industry, tour Cape Canaveral U.S. Air Force Station, Kennedy Space Center Visitor Center, and experience potential careers in space



Posing with a Mercury Redstone rocket

technology. "We're training future aerospace technicians," said Dr. Tom Steffen, Department of Labor Project Manager for the Project Genesis Department of Labor Grant. "We're trying to give them insight into aerospace technology.

Most of them have a general interest in space, but now we'll give them the details."

Careers in aerospace technology

and space-related fields – fiber optics, structures, hydraulics, electrical, and new materials such as composites - continue to thrive as NASA's new frontier unfolds in space exploration.

Mitch Drucker, deputy commander for the Coral Springs Cadet Squadron, said the cadet program grooms youths in leadership, emergency services and aerospace education. The Civil Air Patrol is an auxiliary of the U.S. Air Force,

which is one of the reasons for the strong military support for the program, Dr. Steffen said.

On Sunday, June 4, the cadets presented awards in recognition of several key personnel involved in making this event possible. The awards ceremony took place at the Cape Canaveral Cafeteria and a presentation was made to Lt. Col. Doug Stropes, commander of Detachment One, 45th Mission Support Group, who represented Brigadier Gen. Mark H. Owen, commander of the 45th Space Wing at Patrick Air Force Base.

The importance of the relationship between Civil Air Patrol, Patrick AFB and the 45th Space Wing was also recognized, in addition to all the work by the Coral Springs Cadet Squadron in the planning and execution of the event, in partnership with SpaceTEC.

The entire event, despite the complexity in arranging and implementing the multi-faceted program, was a great and inspiring success. It takes vision, dedication and teamwork and this success is attributed not only to the attendees and those

Continues next page



Flag Ceremony at KARS park, C/2dLT Odierno and C/2dLT Sage

Cadet Wins Trip to Space Academy

By Capt Leslie Ballard

C/A1C Daniel Cook, Cadet Aerospace Education Officer for Gainesville Composite Squadron, submitted a winning entry in the 2006 Aerospace Education Foundation Space Camp Scholarship contest. As one of ten winners nationally in his age group, his essay has earned him an all-expenses-paid trip to Space Academy in Huntsville, AL. Cadet Cook



C/A1C Cook wins Space Camp Scholarship Contest

earned the trip by writing an essay about the design necessities of a robot built to land on Pluto. He also designed a mission patch that incorporated space exploration with important elements of his life. This marks the second essay contest Cadet Cook has won this year,

having also earned a trip to the As-

tronaut Training Experience at Kennedy Space Center as a Grand Prize winner in a History Channel contest in March. This also marks the second year in a row that a Gainesville Composite Squadron cadet has won a Space Camp scholarship, with C/2d Lt Daniel Freeman attending last summer.

Cook's scholarship includes tuition, round-trip transportation to Huntsville, meals, and a special Space Academy flight suit. Twelve year old Cadet Cook is home educated and aspires to be an astronaut.

Captain Ballard is the Commander, Gainesville Composite Squadron

Aerospace Dimensions Cont.

mentioned above, but also to the tireless work of Coral Springs Squadron Commander Bruce Sage, John Edwards, Mitch Drucker and many others. Feedback by participants was overwhelmingly favorable. The FLWG Model Rocketry Officer, 1st Lt John Edwards, is working with SpaceTEC to ensure continuation of a similar activity in the future for other Civil Air Patrol members. The event has received media exposure, including coverage in Florida Today-Space Coast on June 4, 2006.

At this dramatic time in history, the more that can be done to inspire the youth of the United States to become more involved in the educational, innovative and technical endeavors that made America the world leader in so many areas, the better it is for the future. It is hoped that events such as Aerospace Dimensions 2006 will lead to additional productive events.

2d Lt Peritz is the PAO, Coral Springs Cadet Squadron

Chaplains

By Chaplain Oscar Cope

New Wing Chaplain Leadership

Chaplain, Maj Jim Howell is the new Georgia Wing Chaplain. Chaplain Howell has served as Deputy Wing Chaplain. Chaplain Willis Moore has been the Georgia Wing Chaplain and will now serve as Chaplain Howell's Deputy. We are blessed to have



well-qualified leadership who can work interchangeably and harmoniously.

Wing/Region Patches off in July

Shoulder patches for Wing and Region should come off the Air Force style blue shirts in July. They are optional on the BDU's and flight suits, as I understand it. Wing/Region patches were not worn with the aviator shirts, zip up blue Air Force jacket or Class A Coat. Chaplains and MLOs need to be sharp in our appearance and positive in our leadership. America is watching

June SER Cadet Awards

Gen. Ira C. Eaker Award

- Heather R. Gallagher, GA
- Benjamin H. North, GA
- Antonio G. More, TN

Amelia Earhart Award

- Richard P. Stadelmann, FL
- Aaron W. Hanes, MS
- Michael P. Murphy, TN
- Dustin W. Nix, TN

Gen. Billy Mitchell Award

- Jeremy Q. Adams, AL
- Nathan L. Haynes, AL
- Frederick W. Ferguson, FL

- Kevin L. Ives, FL
- Jennifer L. Jay, FL
- Jahmar F. Resilard, FL
- Leo M. Ricciotti, FL
- Justin D. Sloate, FL
- Candace K. Strother, FL
- Andrew A. Pearson, GA
- Thien T. Che, MS
- Angel Aponte, PR
- Jennifer M. Flores, PR
- Hugo L. Silva, PR
- Chad E. Aukerman, TN
- Jessica E. Pollock, TN

SER Organizational Chart

